

63 sub  
contd  
4. (Amended) The structure of claim 15 wherein said fourth length is equal to said second length.

64 sub  
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14. (Amended) The method of claim 15 wherein said drive aisle openings extend to a height less than the full height of the tunnel.

65 sub  
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15. (New) A structure comprising:

a substructure including a drive aisle and a plurality of parking spaces and comprising a plurality of parallel, adjacent, poured-in-place tunnels, each tunnel including a transverse drive aisle opening therethrough, said substructure including:

a plurality of first tunnel walls having a first length, said drive aisle openings in said first tunnel walls being wider than said drive aisle; and

a plurality of second tunnel walls having a second length, said second length being less than said first length;

an interface level comprising a plurality of parallel, adjacent, poured-in-place tunnels, said interface level including:

a plurality of third tunnel walls vertically aligned with said first tunnel walls and having a third length, said third length being at least as great as said first length; and

a plurality of fourth tunnel walls vertically aligned with said second tunnel walls and having a fourth length, said fourth length being at least as great as said second length; and

a superstructure comprising a plurality of parallel, adjacent, poured-in-place tunnels having walls that are each vertically aligned with one of said first and second tunnel walls.

16. (New) The structure according to claim 15 wherein each of said first and second tunnel walls has an inner end and an outside end and the drive aisle openings in said first tunnel walls extend as far from said first tunnel wall first ends as the distance between said second tunnel wall first ends and said second tunnel wall second ends.

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17. (New) The structure according to claim 16 wherein each first tunnel wall is separated from another first tunnel wall by a pair of second tunnel walls.

18. (New) The structure according to claim 17 wherein said first and second tunnel walls are spaced from each other such that three adjacent parking spaces are defined between two adjacent pairs of second tunnel walls, with said three parking spaces being centered under the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

19. (New) The structure according to claim 18 wherein one of said three parking spaces occupies a portion of the drive aisle opening of the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

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20. (New) A method for constructing a building, comprising:

- a) constructing a substructure including a drive aisle and a plurality of parking spaces and comprising a plurality of parallel, adjacent, poured-in-place tunnels, each tunnel including a transverse drive aisle opening therethrough, including:
  - i) pouring in place a plurality of first tunnel walls having a first length, said drive aisle openings in said first tunnel walls being wider than said drive aisle; and
  - ii) pouring in place a plurality of second tunnel walls having a second length, said second length being less than said first length;
- b) constructing an interface level comprising a plurality of parallel, adjacent, poured-in-place tunnels, including:
  - i) pouring in place a plurality of third tunnel walls vertically aligned with said first tunnel walls and having a third length, said third length being at least as great as said first length; and
  - ii) pouring in place a plurality of fourth tunnel walls vertically aligned with said second tunnel walls and having a fourth length, said fourth length being at least as great as said second length; and
- c) constructing a superstructure comprising a plurality of parallel, adjacent, poured-in-place tunnels having walls that are each vertically aligned with one of said first and second tunnel walls.

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21. (New) The method according to claim 21 wherein each of said first and second tunnel walls has an inner end and an outside end and the drive aisle openings in said first tunnel walls extend as far from said first tunnel wall first ends as the distance between said second tunnel wall first ends and said second tunnel wall second ends.

22. (New) The method according to claim 21 wherein each first tunnel wall is separated from another first tunnel wall by a pair of second tunnel walls.

23. (New) The method according to claim 22 wherein said first and second tunnel walls are spaced from each other such that three adjacent parking spaces are defined between two adjacent pairs of second tunnel walls, with said three parking spaces being centered under the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

24. (New) The method according to claim 23 wherein one of said three parking spaces occupies a portion of the drive aisle opening of the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

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